CHAPTER 6

CIRCULATION & STREETSCAPE

The City of San José's Envision 2040 General Plan supports creating a transportation network of safe, comfortable, convenient, and attractive routes for people who walk, bike, take transit, and drive. This Circulation and Streetscape Chapter develops transportation-focused goals, policies, and action items that address transportation challenges within the Urban Village area to preserve and enhance residential neighborhood character and foster economic growth. Specifically, this chapter seeks to achieve the community-supported goals of improving traffic flow and alternative transportation options, and reducing neighborhood cut-through traffic. The following is a summary of the Plan's strategies to achieve the community-supported goals:

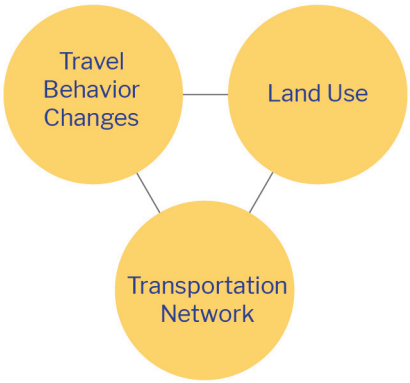
- Improve traffic flow through multimodal data collection and application signal coordination and timing improvements.
- Remove traffic from the road by encouraging off-peak travel as well as more travel through sustainable modes, including walking, biking, transit and ridesharing.
- Support robust technology improvements, and appropriately accommodate new technologies, such as autonomous vehicles, in ways that provide net benefit.
- Improve transit options and connections to regional transit facilities by prioritizing transit and by upgrading existing bus stop facilities.
- Improve walkability and bikeability with better connections, wider walkways, improved over/under-crossings, shared bikeway in residential neighborhoods, protected or buffered bike lanes on major streets, and better bike parking.

IN THIS CHAPTER

- Support robust technology improvements and appropriately accommodate new technologies such as autonomous vehicles, in ways that provide net benefit.
- Limit cut-through traffic, speeding, and parking overflow in residential neighborhoods by slowing speeds and increasing travel-times in residential neighborhoods, and by providing enough parking to meet the needs of businesses and residents.
- Improve wayfinding in ways that reinforce and enhance the identity of the neighborhood.
- Support the transformation of Forest Avenue into a Complete Street.
- Remain consistent with the community's top priorities for future designs of Winchester Boulevard, which are sufficient vehicular travel lanes and protected bike lanes.

6.1 A Complete Transportation Network

FIGURE 6-1:
TRANSPORTATION SOLUTION — THREE-LEGGED STOOL



A well-connected environment and a quality sense of place is shaped by a robust transportation network, the adjacent and nearby land uses, and changes in travel behavior choices.

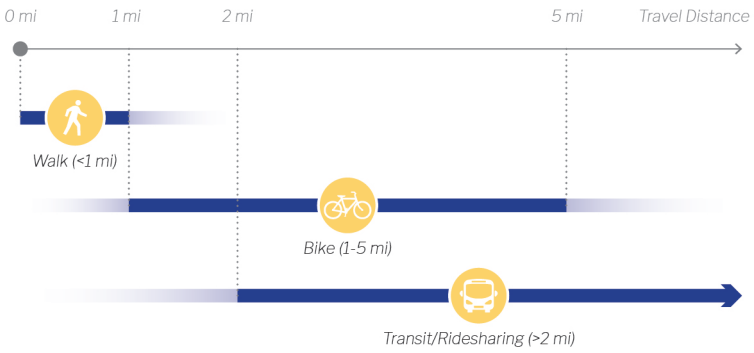
Transportation-based solutions involve decisions in land use planning, choices/changes in behavior, and the physical transportation network. In the past, the traditional approach to encouraging alternative forms of travel has been to simply improve infrastructure for bicycles, pedestrians, and transit riders.

This Urban Village Plan, however, follows a more comprehensive approach, as represented in Figure 6-1, by considering how changes in land use planning, the transportation network, and travel behavior choices influence the entire travel system. Called the "three-legged stool" concept, this approach is premised in *placemaking*, which has been identified as the overall purpose of the Urban Village planning efforts. The concept focuses on creating a well-connected environment and a quality sense of place that is safe, usable, and accessible for all ages and abilities. The concept is referenced visually in each section to help frame the approaches described. In addition, an alternative transportation hierarchy diagram (Figure 6-2) illustrates the commitment this Urban Village Plan makes to encourage alternative forms of transportation based on typical trip distances for each travel mode. This diagram is also visually referenced throughout the document to identify the alternative modes that are the focus of each section.

This chapter is organized into the following sections:

- **6.2: Existing Transportation Conditions** reviews the existing regional transportation context and streetscape and circulation conditions within the Urban Village.

FIGURE 6-2:
ALTERNATIVE TRANSPORTATION HIERARCHY



- **6.3: Circulation** describes the vehicul, bicycle, pedestrian and transit networks throughout the Urban Village, and identifies goals, policies, and action items for each topic discussed.
- **6.4: Streetscape** describes the broad range of streetscape amenities and facilities that will help achieve the Plan's goals. This section also illustrates improvements to specific rights-of-way. Goals, policies, and action items are provided for each topic discussed.
- **6.5: Implementation** discusses related planning and implementation efforts that will aid in the realization of this Plan, including strategies for phasing.

6.2 Existing Transportation Conditions

This section discusses the existing roadways, transit networks, and bicycle and pedestrian facilities in the SRVF Urban Village. The purpose of this section is to identify the Village's existing assets as well as the infrastructure on which Plan recommendations are based. The section also discusses existing plans that help shape the goals and policies of the Urban Village.

6.2-1 REGIONAL TRANSPORTATION CONTEXT

The SRVF Urban Village occupies a total of 184 acres in west San Jose, northwest of the intersection of I-280 and I-880/SR-17. The Village borders the City of Santa Clara to the west, and the Winchester Urban Village to the south. Downtown San Jose is about three miles to the east of the Village, and Downtown Santa Clara 2.5 miles to the north.

The SRVF Urban Village vicinity is currently an existing commercial hub with two large retail commercial centers — Westfield Valley Fair Mall and Santana

Row — as well as a number of smaller existing commercial and retail oriented uses. Vehicular access to Westfield Valley Fair Mall is from several locations along Stevens Creek Boulevard, Winchester Boulevard, Forest Avenue and Monroe Street, providing motorists with access to surface parking lots and parking structures surrounding the mall.

Table 6-1 summarizes the modal split of commuter trips for residents living in the Census Tracts where the SRVF Urban Village is located. People living in this area rely heavily on the automobile as their primary mode of transportation for commute trips. Public transportation and active travel modes (walking and biking) make up approximately five percent of all commute trips.

TABLE 6-1: MODAL SPLIT FOR COMMUTING TRIPS

MEANS OF TRANSPORTATION TO WORK	URBAN VILLAGE CENSUS TRACT (%)
Drove alone	79%
Carpooled	8%
Public transportation (excluding taxicab)	3%
Walked	4%
Bicycle	1%
Taxicab, motorcycle, or other means	2%
Worked at home	3%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Nearby commuter rail, intercity rail, and light rail transit services are all provided at Diridon Station in Downtown San José, located about three miles east of the Urban Village. Bus service at Diridon Station includes local, express, and shuttle routes. Diridon Station serves Santa Clara Valley Transportation Authority (VTA) bus routes, the Highway 17 Express route, Downtown Area Shuttle (DASH), and the Monterey-San José Express Bus Route. Commuter and intercity rail at Diridon Station is provided by Caltrain, the Altamont Corridor Express (ACE) and Amtrak's Coastal Starlight and Capitol Corridor routes. Light rail transit is provided by VTA on the Mountain View-Winchester line.

Future transit services within the Diridon Station area include Bay Area Rapid Transit (BART), which is expected to extended from Fremont, and the proposed California High Speed Rail linking the northern and southern portions of the state.

The Downtown Santa Clara Caltrain Transit Center, located about 2.5 miles north of the Village, provides access to local and limited-stop Caltrain service, several VTA bus lines, the Altamont Corridor Express (ACE), and Amtrak's Capital Corridor route.

The Norman Y. Mineta International Airport is located approximately three miles northeast of the Plan area.

6.2-1.1 Transit

The Santa Clara Valley Transportation Authority (VTA) provides fixed bus routes and light rail services in communities throughout Santa Clara County, including San José.

The SRVF Urban Village is relatively well-served by public transit with three Santa Clara Valley Transportation Authority (VTA) bus routes along Winchester and Stevens Creek boulevards: routes 23, 60, and 323, with Route 23 claiming the second most boardings over its entire route. Together, these three VTA bus routes provide transit connections to Caltrain, VTA Light Rail, Altamont Corridor Express (ACE), Amtrak, and VTA Light Rail in San José. This village is not currently served by BRT, BART, or light rail. Figure 6-3 shows existing and planned regional transit networks and Figure 6-4 shows the VTA's proposed Draft Next Network Plan, scheduled to be implemented in the fall of 2017.

6.2-1.2 Regional Streets and Roads (Freeways, Highways, and Expressways)

Regional roadways serving the SRVF Urban Village include Interstate 280 (I-280) and State Route 17 (SR 17)/Interstate 880 (I-880), operated and maintained by Caltrans. I-280 runs north-south, generally just to the west of the larger cities of the San Francisco Peninsula for most of its route and connecting the cities of San José and San Francisco. SR 17 is a highway that runs in the north-south direction between the cities of San José and Santa Cruz. SR 17 ends at Interstate 280 and becomes I-880, continuing north. I-880 connects the cities of San José and Oakland, running parallel to the southeastern shore of the San Francisco Bay.

6.2-2 EXISTING PHYSICAL CONDITIONS

This section is a discussion of the existing physical conditions of the transportation network as it relates to the SRVF Urban Village. Appendix A includes a diagram of the existing roadways and streetscape conditions that are relevant to the proposals that follow in sections 6.3 through 6-5.

6.2-2.1 Local Streets and Roads

The major roadways serving the SRVF Urban Village are Winchester Boulevard and Stevens Creek Boulevard, both of which are characterized by the San José General Plan as Grand Boulevards. Winchester Boulevard runs north-south from the Town of Los Gatos to the City of Santa Clara, and is the only roadway within the Village that provides access across I-280. Stevens Creek Boulevard runs east-west from the City of Cupertino to

FIGURE 6-3: EXISTING AND PLANNED REGIONAL TRANSIT CONNECTIONS

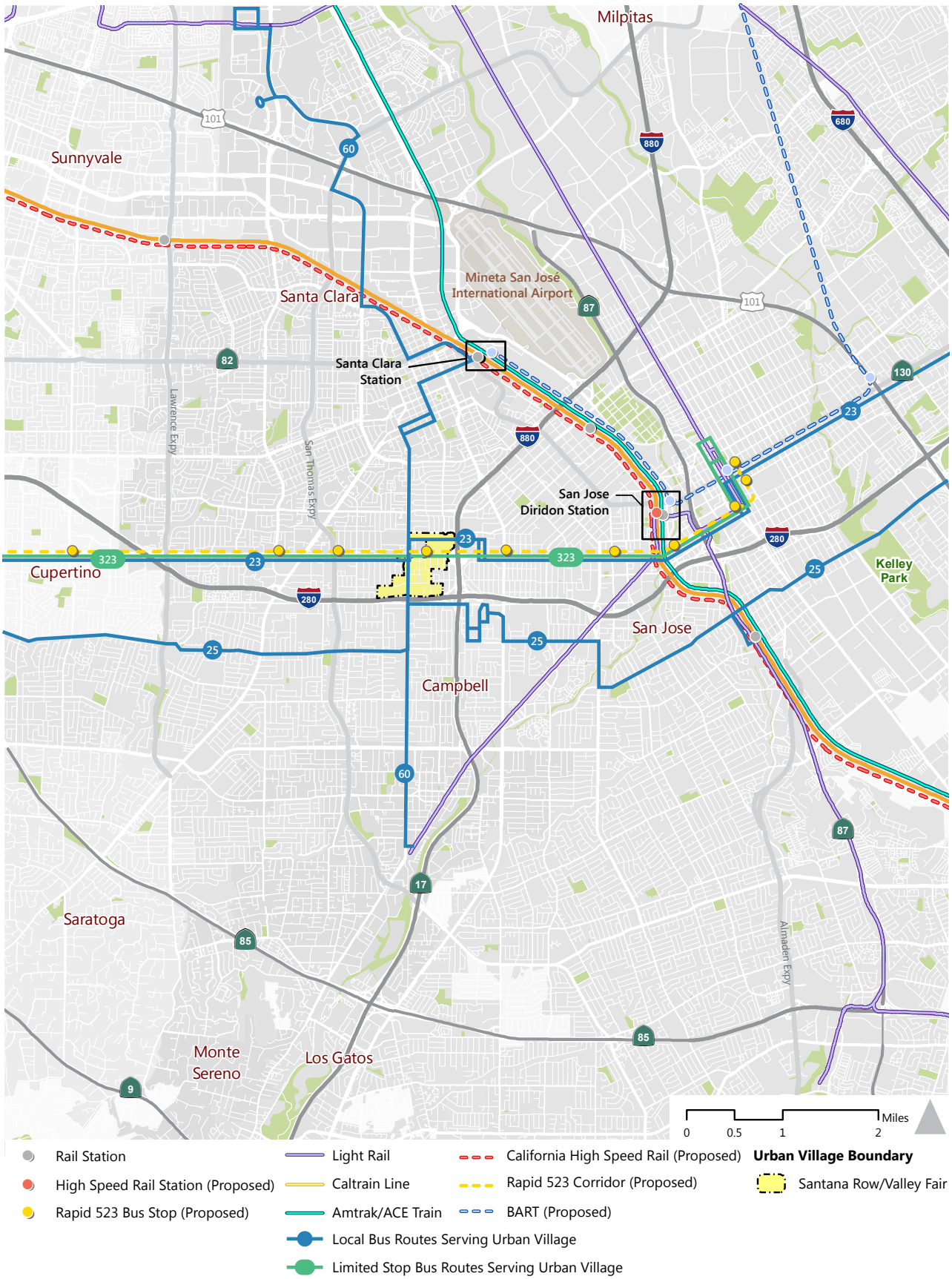
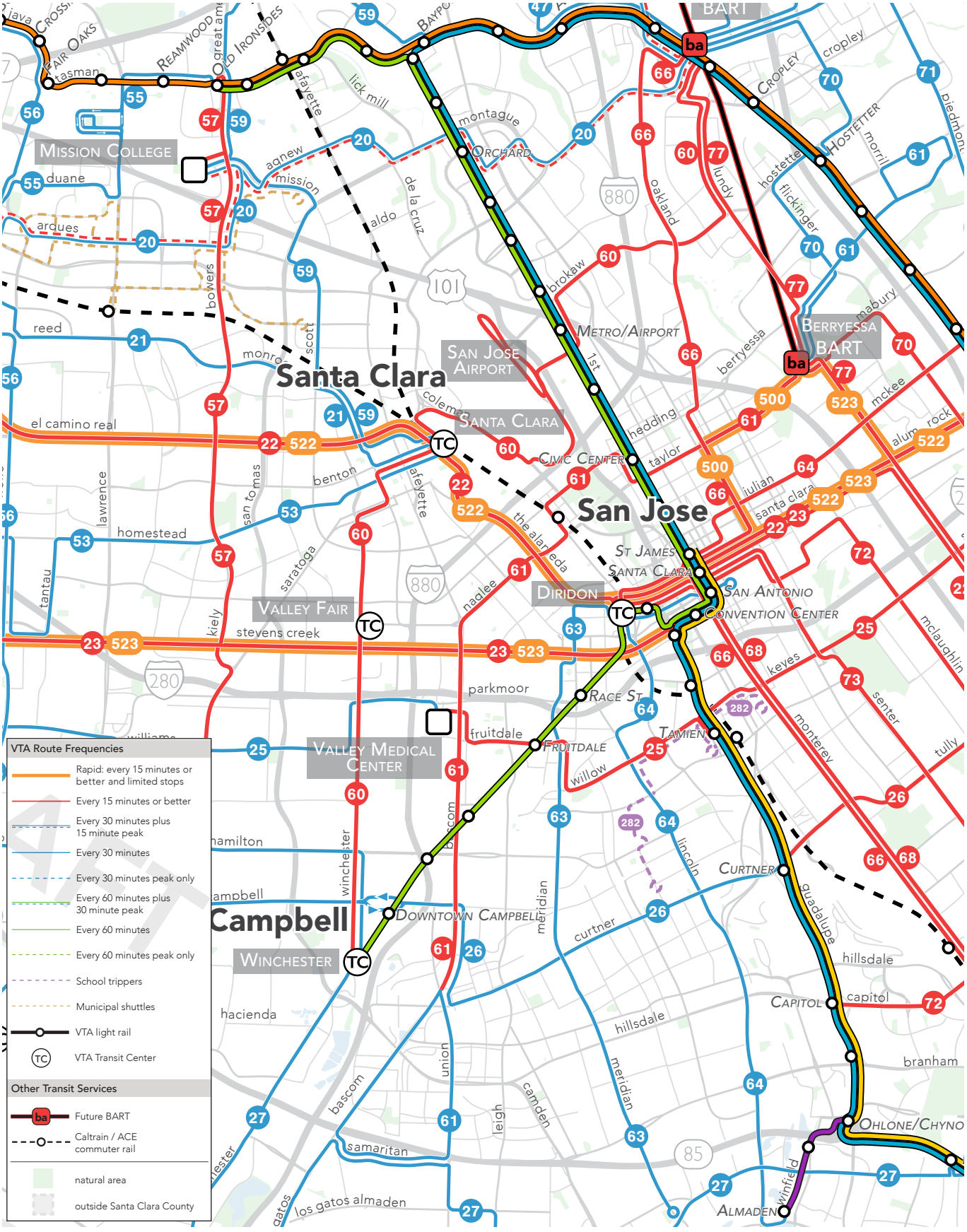


FIGURE 6-4: VTA NEXT NETWORK — REGIONAL TRANSIT CONNECTIONS PLAN (PROPOSED JANUARY 3, 2017)



Bascom Avenue in the City of San José, emphasizing transit connections and connecting multiple neighborhoods throughout the City.

A few key local streets provide access from surrounding neighborhoods to the Winchester Boulevard and Stevens Creek Boulevard corridors. Key east-west local streets include Forest Avenue on the northern-most border of the SRVF Urban Village and Tisch Way on the southern-most border. In the north-south direction, Monroe Street connects Tisch Way to Stevens Creek Boulevard to Forest Avenue.

6.2-2.2 Walking Conditions

It is feasible to walk to destinations within the Urban Village; however, many of the existing amenities are not well designed for people on foot and thereby discourage pedestrian activity. People who walk frequently encounter major barriers, including streets that don't connect, fences, freeways, and sidewalk gaps.

Existing sidewalks facilitate pedestrian travel throughout the SRVF Urban Village area, connecting people to on-site parking lots, retail and commercial amenities, and nearby residences. Periodic pedestrian crossings are available along Stevens Creek and Winchester boulevards and Forest Avenue within the SRVF Urban Village, facilitating pedestrian travel within the Urban Village and between the planning area and surrounding destinations. Crosswalks are located at signalized intersections along Stevens Creek and Winchester boulevards and Forest Avenue, but people who walk are currently prohibited from crossing all four legs at some of these intersections. Forest Avenue also has a signalized mid-block crossing that connects to VTA's Valley Fair Mall transit center.

6.2-2.3 Bicycling Conditions

There are bike lanes along Winchester Boulevard and Monroe Street north of Stevens Creek in the SRVF Urban Village. These facilities accommodate bicycle travel to, through, and from the Urban Village, connecting people to the retail and commercial amenities, and nearby residencies. Winchester Boulevard features a buffered (Class II) bike lane with green paint markings in potential conflict areas on both sides of the roadway between Stevens Creek Boulevard and Tisch Way. Monroe Street features standard (Class II) bike lanes between Forest Avenue and Stevens Creek Boulevard. Both Stevens Creek Boulevard and I-280; however, present barriers to cyclists choosing to travel along Winchester Boulevard and Monroe Street, impeding connectivity throughout the Urban Village area. Limited bicycle parking is available in the SRVF Urban Village.

6.2-3 RELEVANT PLANS AND POLICIES

Envision 2040 General Plan

San José's Envision 2040 General Plan contains several transportation focused goals and policies relevant to the Urban Villages. In addition to establishing varying street "typologies" such as Grand Boulevards, Main Streets and others, the General Plan includes policies supporting substantial increases in walking, bicycling, transit trips, and ridesharing. It envisions San José becoming more walkable, bikeable, and transit friendly.

San José Complete Streets Design Guidelines (Draft)

San José recently developed Complete Streets Design Guidelines, in an effort to provide additional street design guidance and to further articulate the General Plan street typology goals. The Complete Streets Design Guidelines support the creation of streets that are people-oriented, connected and resilient. The Design Guidelines are currently in draft form and are expected to be finalized in early 2017.

Vision Zero San José

Vision Zero San José is the City's commitment to prioritize street safety for all people. It was established in 2015 with the goal of reducing and eventually eliminating all traffic fatalities in the City.

VTP 2040

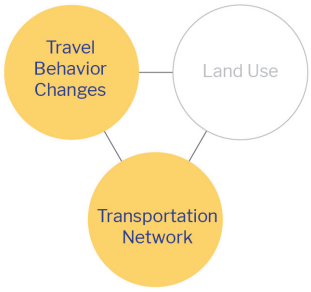
The Valley Transportation Plan (VTP) is the long-range transportation plan for Santa Clara County. VTA periodically updates this 25-year plan, and the most recent plan, VTP 2040, was adopted by the VTA Board in October 2014. This plan highlights the projects and programs that will be pursued in partnership with Member Agencies in the next 25 years, including Complete Streets, Express Lanes, Bus Rapid Transit, and Bicycle/Pedestrian Improvements. VTP 2040 also includes a detailed discussion on planning activities that will take place during the life of the plan.

6.2-4 COMMUNITY RECOMMENDATIONS

Community outreach efforts during the SRVF Urban Village planning process have included several public advisory group meetings, two community workshops, and two on-line surveys. Key recommendations identified throughout these efforts include:

- Improve traffic flow through signal coordination and timing improvements.
- Support robust technology improvements and appropriately accommodate new technologies.
- Improve transit options and connections to regional transit.
- Improve walkability and bikeability with better connections.

Alternative Transportation



Circulation strategies shape the transportation network and inform travel behavior choices.

6.3 Circulation

This section discusses the range of circulation improvements that seek to complete and enhance the multimodal network, improve traffic flow, and limit cut-through traffic, speeding, and parking overflow. Figure 6-5 shows the general travel time hierarchy for the Urban Village. With the use of technology, traffic management strategies, and improvements to bicycle, pedestrian, and transit networks, traffic delays within the Village can be reduced.

GOAL CS-1 Make improvements to the transportation network that improve traffic flow, enhance multimodal connectivity, and reduce neighborhood cut-through traffic.

GOAL CS-2 Work with the City of Santa Clara to create a cohesive area-wide local transportation network.

6.3-1 VEHICULAR CIRCULATION, TRAFFIC MANAGEMENT AND TECHNOLOGY

This section provides strategies to manage vehicular travel and parking, including Transportation Demand Management (TDM), communication technology improvements, and shared mobility services. Figure 6-6 maps potential multimodal communication technology networks in the Urban Village.

6.3-1.1 Corridor Traffic Management

There are several traffic issues along corridors within and near the SRVF Urban Village ranging from peak time traffic congestion to high vehicle travel speeds. The biggest issues tend to be located along Winchester and Stevens Creek boulevards and at the I-280/Winchester interchange, including at Moorpark Avenue and Tisch Way. Regional traffic currently has several potential alternate routes to Winchester Boulevard, including SR 17/SR 880, Bascom Avenue and San Tomas Expressway. These regional roadways experience high levels of congestion during morning and afternoon peak commute times, as well as on the weekends, as travelers make their way to Santana Row and Westfield Valley Fair Mall. Some travelers use alternate routes to avoid congestion in the area, which results in increases in traffic along some residential neighborhood streets.

GOAL CS-3 Effectively manage traffic to improve traffic flow along regional corridors and major streets.

GOAL CS-4 Use technology to improve transportation system operations.

Policies

Policy 6-1: Incorporate corridor-level traffic management strategies that help improve traffic flow and safety along major corridors in the Urban Village area.

Policy 6-2: Complete the fiber-optic communication network that will serve as the backbone for transportation and parking system communication and operations.

Policy 6-3: Implement traffic signal coordination, transit signal priority along transit priority corridors, and real-time adaptation to contribute to safe and efficient traffic flow.

Policy 6-4: Incorporate pedestrian and bike sensors into the signal system to support reliable signal priority for active travel modes.

Policy 6-5: Upgrade traffic detection systems from traditional in-pavement loops to video detection technologies that are more immune to poor pavement conditions and more readily support bike detection.

Policy 6-6: Maintain the existing transportation network to support the goals and policies of this plan.

Action Items

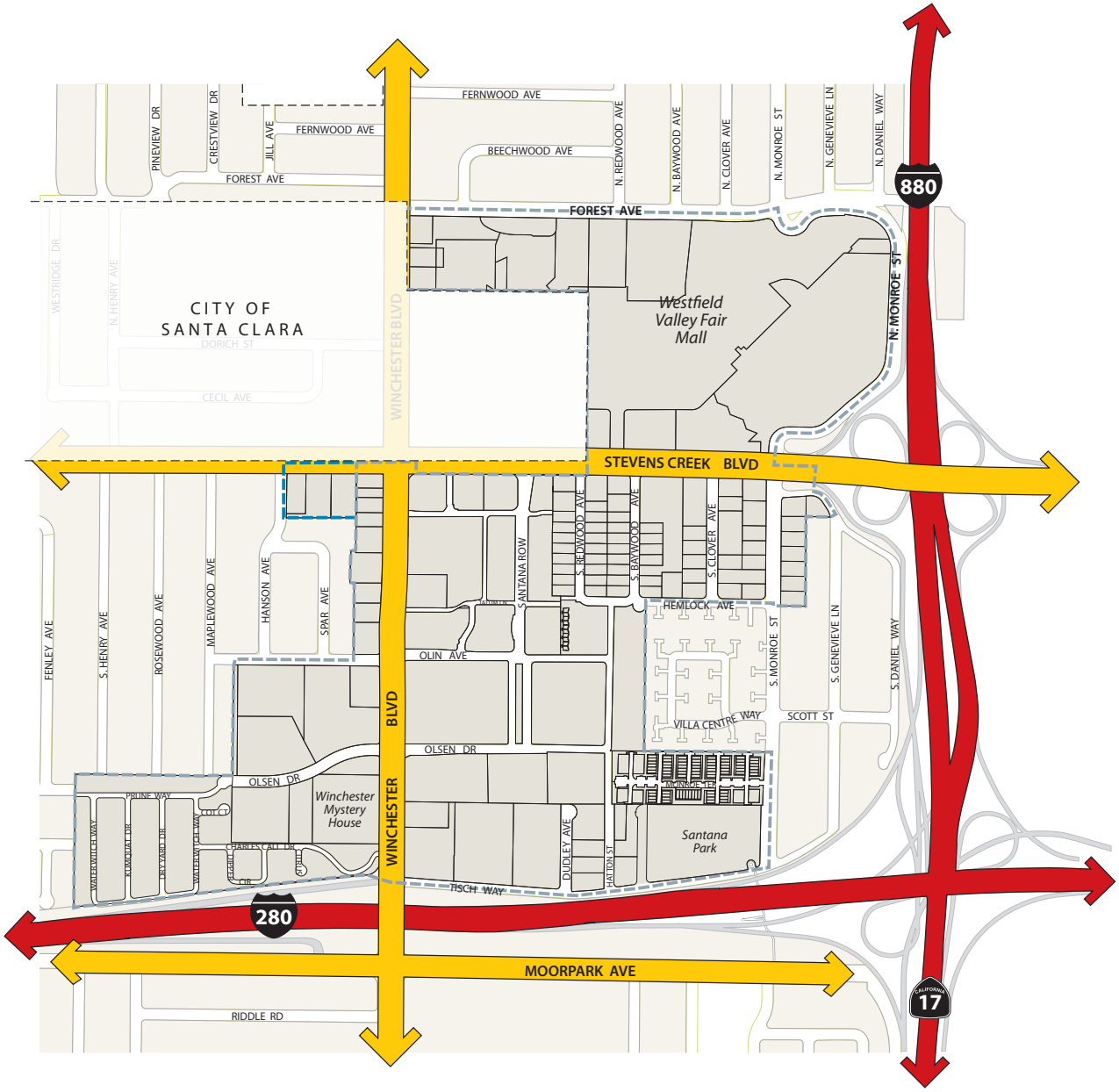
- Implement corridor-level traffic management strategies along Stevens Creek and Winchester boulevards.
- Expand the fiber-optic communication backbone network.

6.3-1.2 Neighborhood Traffic Management

The local roadways within the SRVF Urban Village neighborhoods provide direct access Stevens Creek and Winchester boulevards, the Urban Village's major roadways. As travel times along these major roadways increase, especially during peak times, drivers may use alternate routes through surrounding residential neighborhoods to access the area's major roadways in an effort to reduce their overall travel time. Additional vehicles traveling through these neighborhoods can cause issues related to congestion, safety, speeding and noise within residential areas.

Neighborhood traffic calming design features, such as medians and bulbouts, chicanes, speed tables, curb extensions, traffic circles, raised or enhanced crosswalks and flashing beacons, and additional signage can be effective in calming vehicular travel speeds and improving safety for all people. All these methods can be effective in reducing cut-through traffic by increasing cut-through route travel times.

FIGURE 6-5: SRVF URBAN VILLAGE TRAVEL-TIME HIERARCHY



Regional facilities for through traffic

Major city streets prioritizing local traffic

Neighborhood streets for all users

Urban Village Boundary

Proposed Urban Village Boundary

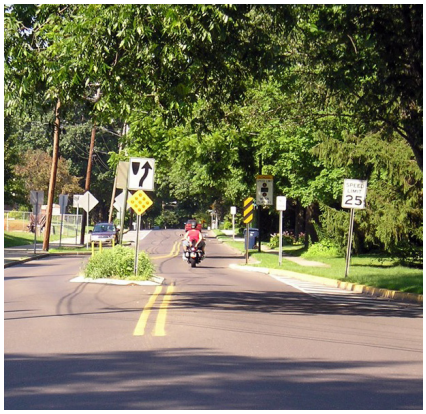
City Boundary

0 500 1,000 2,000
FEET

FIGURE 6-6: SRVF URBAN VILLAGE CIRCULATION AND TECHNOLOGY NETWORKS

- Green Connection (Pedestrian and Bike only)
- Primary Pedestrian Route
- Potential New or Enhanced Intersection/Crossing
- Bike Facilities
- Potential New Multimodal Connection
- Fiber Communication Backbone
- Community Park (Existing)
- Urban Village Boundary
- Proposed Urban Village Boundary
- City Boundary

0 500 1,000 2,000



Chicanes can be effective in calming vehicular travel speeds and improving safety for all people of the road.

Policies

Policy 6-7: Utilize traffic calming and re-routing design features to reduce vehicle speeds and increase travel-times in order to discourage neighborhood cut-through traffic and create a safer and more comfortable residential neighborhood environment.

Action Items

- Assess how new potential vehicular connections will impact travel patterns in neighborhoods.
- Where appropriate, identify and implement traffic rerouting and calming treatments that lower automobile speeds, increase travel times, and have been shown to noticeably reduce neighborhood cut-through traffic.

6.3-1.3 Transportation Demand Management and Parking Management

Transportation Demand Management (TDM) that include parking management will make the most efficient use of transportation networks and parking stocks, and help to address city-wide traffic issues. Transit and active transportation networks in the Village have unused capacity, while roadways are congested during peak times but under used at other times. Incentives and pricing should induce some travelers to change their travel choices, resulting in more efficient use of the transportation system.

Developments in the Urban Village should create, implement, and maintain transportation demand management programs for their sites. These programs should incentivize tenants and visitors to use non-single occupant vehicle travel modes and travel during non-peak times. Programs should be tailored to each developments' setting and user contexts to most cost effectively motivate needed changes in travel choices.

The strategies listed below are not comprehensive; rather, they are an introduction to some of the more common transportation demand and parking management strategies. New TDM strategies are continually being implemented worldwide, and developers should research potential new strategies while developing their TDM plans.

GOAL CS-5 Develop and implement effective Transportation Demand Management (TDM) strategies that improve traffic flow by minimizing vehicular trips and vehicles miles traveled (especially during peak times) and increasing use of alternatives modes like walking, biking, transit, and ridesharing.

GOAL CS-6 Effectively manage the supply, demand, and pricing for parking to ensure that sufficient parking exists to meet the needs of residents, business and visitors.

Policies

All Sites

Policy 6-8: Development projects should create, implement, and maintain transportation demand management programs for their sites that reduce automobile traffic and parking demand, improve traffic flow, and increase use of alternatives modes like walking, biking, transit, and ridesharing.

Policy 6-9: Encourage carsharing and/or bikeshare programs.

Policy 6-10: Support shuttles that serve the Urban Village and connect to local destinations and regional transportation hubs like Diridon Station and San Jose International Airport.

Policy 6-11: Developments should implement parking management strategies designed to manage parking demand and reduce parking needs. These strategies can include unbundled and/or market-rate pricing and/or curbside management strategies.

Policy 6-12: Parking guidance technology and information systems should be implemented to improve parking access, help drivers use parking more efficiently, and reduce congestion.

Policy 6-13: Real time transit information display systems should be incorporated where appropriate.

Policy 6-14: Developments should consider programing on-site childcare services.

Policy 6-15: Larger residential and employer sites should consider creating TDM manager positions as part of site operations to coordinate TDM programs.

Employer Sites

Policy 6-16: Developments should incentivize their employees to use transit and active transportation modes.

Policy 6-17: Developments should incentivize their employees to drive during off-peak times.

Policy 6-18: Developments should provide subsidized transit passes to their employees and residents.

Policy 6-19: Developments should provide alternative mode-choice supports such as commuter choice tax provisions, guaranteed ride home programs, trip planning assistance, car pool formation forums, and vanpool startup and/or on-going costs.

Policy 6-20: Parking cash-out programs should be implemented by all employers.

Residential Sites

Policy 6-21: New developments should include carsharing services on-site and include membership fees in their HOAs.

Retail Sites

Policy 6-22: Encourage use of delivery services that provide easy delivery of goods to consumers' homes.

Action Items

- Study the feasibility of City-operated public parking structures near freeway off-ramps.
- Explore the feasibility of creating a Parking Benefit District.

6.3-1.4 Developing Transportation Technologies

Appropriately incorporating developing technologies into the Village area will improve safety, mobility, and environmental sustainability. The technologies this Plan intends to take advantage of include fiber optics, shared mobility services, autonomous vehicles, and Transportation Network Companies (TNCs) in ways that provide a net benefit.

SHARED MOBILITY SERVICES

Transportation Network Company (TNC) passenger pick-up and drop-off areas can easily connect travelers with regional transportation services.

Shared mobility services provided by Transportation Network Companies (TNCs) are increasingly used in the San Francisco Bay Area for a variety of trip purposes, and app-based carsharing is encouraging expanded use of carpooling. In addition, transit stations are popular beginning or end points for shared mobility trips, which suggests that these activities will be a well-used travel mode between regional transportation services and the SRVF Urban Village. The proposed street network considers the need to accommodate all types of vehicle trips, including shared mobility trips.

Policies

Policy 6-23: Support strategies to promote convenient Transportation Network Company (TNC) passenger pick-up and drop-off in the Urban Village area, especially near activity centers.

Policy 6-24: Ensure that TNC vehicles pick-up/drop-off areas do not conflict with bicycle lanes.

Policy 6-25: Permit U-turn movements at intersections to facilitate directional changes of TNCs, where feasible and appropriate.

Action Items

» Identify proposed TNC drop-off and pick-up locations.

AUTONOMOUS VEHICLES

Autonomous vehicles, also termed automated, driverless, self-driving and robotic vehicles, are those which are capable of sensing their own environments in order to perform at least some aspects of the safety-critical control without direct human input. In the future, autonomous vehicles may become increasingly common.

Policies

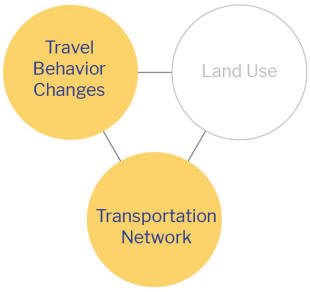
Policy 6-26: Appropriately accommodate future forms of vehicle travel, such as autonomous vehicles, in ways that provide net benefit.

Action Items

» Assess current readiness for, and potential impacts of, autonomous vehicles on the transportation network.

To accommodate for future travel needs, the Urban Village Plan aims to provide a general framework for autonomous vehicles.

Alternative Transportation



6.3-2 BICYCLE AND PEDESTRIAN NETWORK

Walking and biking can be convenient, enjoyable, and healthy alternatives to automobile travel, particularly for shorter trips. To encourage walking and bicycling, the street network must include connected bicycle networks link residences, businesses, recreation and transit stations, and that remove barriers for people who walk and bike. The SRVF Urban Village bicycle and pedestrian network is diagrammed in Figure 6-6.

All users of streets, including automobile drivers and people who use transit, are people who walk at some point in their journey, and origin points and final destinations are commonly accessed via sidewalks. Sidewalks help establish a continuous pedestrian network that minimizes barriers and interruptions along the path of travel, is intuitive and easy to navigate, and feels safe and comfortable to walk along.

Policies

Policy 6-27: Complete, expand, and enhance bicycle and pedestrian networks.

Policy 6-28: Shared lane markings (Class III) shall be implemented in residential neighborhoods where appropriate.

Policy 6-29: Standard and enhanced bicycle lanes (Class II or Class IV) shall be implemented on major streets where appropriate.

Policy 6-30: Safety enhancements shall be implemented on existing bicycle routes in the Urban Village.

Policy 6-31: Complete the sidewalk network and maximize connectivity by removing barriers and interruptions along the path of travel.

Protected bike lanes (Class IV bikeway) includes vertical separation such as delineations (pictured above).

Action Items

- Improve bicycle and pedestrian routes across I-280 along Winchester Boulevard.
- Ensure that the current VTA-led I-280/Winchester Boulevard planning process provides bicycle and pedestrian solutions that are in conformance with this Plan.

A connected bicycle network that links residential, businesses, recreation and transit stations will encourage walking and bicycling in the SRVF Urban Village area.

Paseos

"Paseos" are areas reserved for pedestrian and human-powered vehicles, such as bicycles, skateboards and kick scooters, in which most or all automobile traffic may be prohibited. These paths are designed to better accommodate accessibility and mobility, while also improving the attractiveness of the local environment and reducing air pollution, noise and collisions involving pedestrians. Paseos also provide shortcuts that encourage walking and biking by increasing visibility and accessibility between different destinations within the Urban Village.

Paseos prohibit vehicular uses and provide short-cuts that encourage pedestrian and bicycle users.

Policies

Policy 6-32: All properties that include a paseo shall be required to provide space, access, and improvements to the portion of paseo on the property during redevelopment.

Policy 6-33: Paseos shall be a minimum of 20 feet wide with a minimum 12 foot clear walking/biking path clear to the sky in the SRVF Urban Village.

Policy 6-34: Encourage the installation of paseos that enhance the pedestrian environment and improve connectivity throughout the Urban Village area.

Policy 6-35: Paseos shall be open to the public at all times.

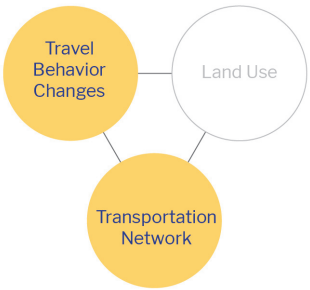
For more information on bicycle and pedestrian facilities refer to Section 6.4-1.2: Bike and Pedestrian Facilities and Amenities.

6.3-3 TRANSIT NETWORK AND SERVICE

Public transit service in Santa Clara County is provided by Santa Clara Valley Transportation Authority (VTA). The City works closely with VTA to increase transit ridership through land use, density, roadway design, transit service, and other strategies.

As shown in Figure 6-7, the SRVF Urban Village is generally well-served by local bus service, with three VTA bus routes: Routes 23 and 323, which generally run along Stevens Creek Boulevard, and Route 60, which runs generally along Winchester Boulevard. In addition, the future Rapid 523 will connect the Stevens Creek Boulevard corridor to Downtown San Jose, De Anza College, and the future Berryessa BART Station.

Alternative Transportation



However, a 2015 study conducted by Federal Realty, found that only three percent of employees traveled by bus, while almost half of all respondents said that they would use public transit if it were readily available.[1] This indicates that transit service in the area should be improved and that there is a disconnect between actual and perceived transit service in the SRVF Urban Village. Regional connectivity to existing and planned regional transit services should be improved for the SRVF Village, and VTA released a Next Network Plan that proposed transit service improvements, as shown in Figure 6-4.

In addition, private "microtransit" services like Chariot, which now operates in the Willow Glen neighborhood and elsewhere in the Bay Area, have recently become available.

GOAL CS-7 Improve transit options to encourage use of transit.

Policies

Policy 6-36: Accommodate all forms of public and private transit services.

Policy 6-37: Encourage public and private transit services that improve connectivity between the Urban Village and surrounding regional transit services.

Policy 6-38: Increase the frequency and quality transit services operating in the Urban Village area.

Policy 6-39: Support partnerships with on-demand transit services to provide more travel options for people who use transit.

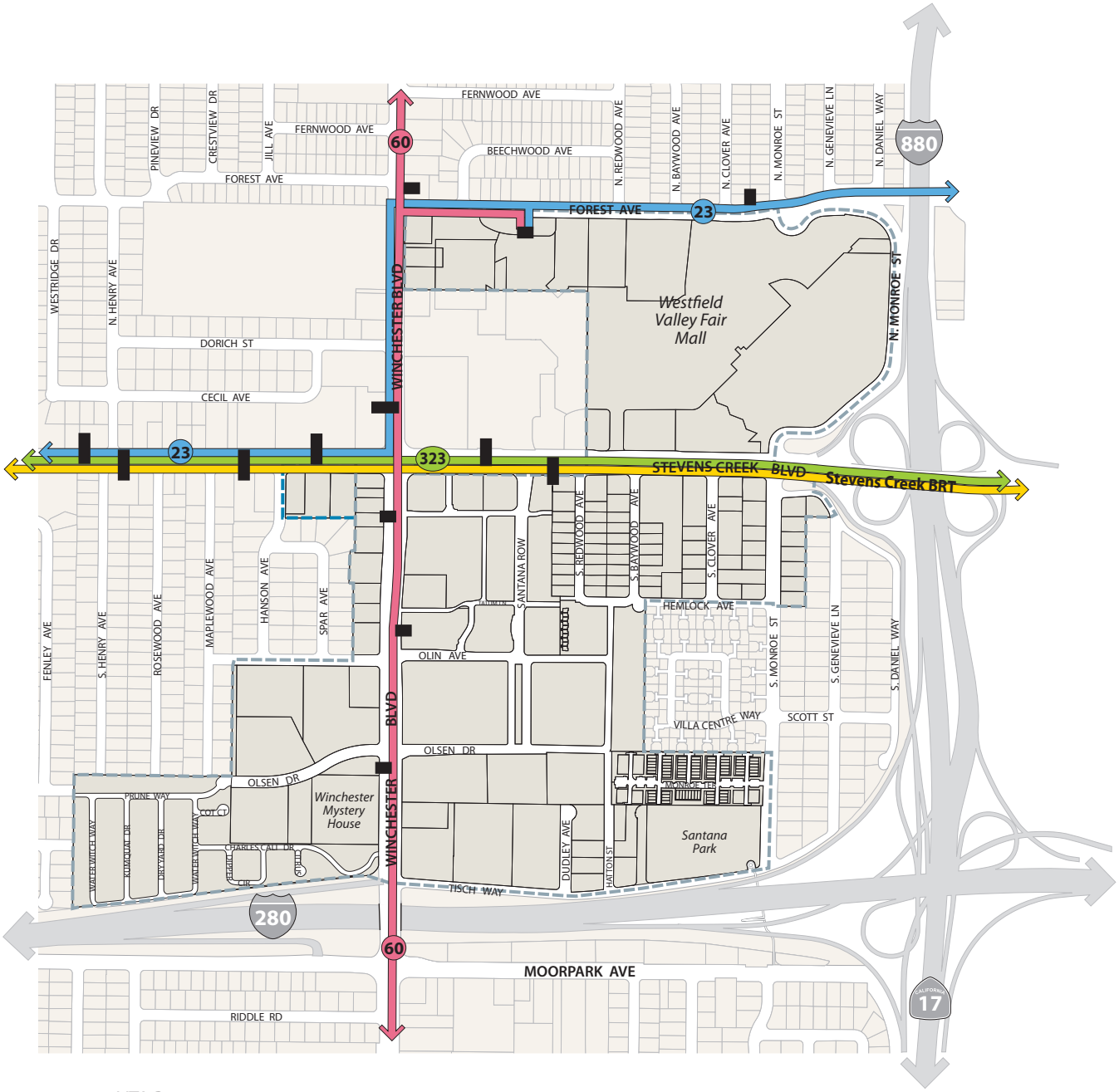
For more information on transit see section 6.4-1.3.

Action Items

- Coordinate with VTA (Figure 6-4) to bring more frequent, direct, and higher quality transit service to the Urban Village area.
- Develop partnerships with on-demand transit services and assess the cost and benefits of incorporating these services in the Urban Village area.

1 "Improving Access To, Through and From the Santana Row/Valley Fair Urban Village Area," SPUR, Leah Toeniskoetter, October 14, 2015, p. 16.

FIGURE 6-7: SRVF URBAN VILLAGE BUS ROUTES



6.3-4 STREET TYPOLOGIES AND FUNCTION

To ensure a balanced, multimodal transportation network, the San José General Plan organizes street facilities according to "typologies." Street typologies are an expansion of functional classifications that consider the roadway's adjacent land use, appropriate travel speeds, and the need to accommodate multiple travel modes. These street typologies also serve as the link between roadway circulation and streetscape design, as recommended streetscape improvements are based on typology. The street typologies within the Urban Villages are shown in Figure 6-8 and described in Table 6-2.

Policies

Policy 6-40: Improve streetscapes to effectively improve multi-modal safety, reduce cut-through traffic, improve traffic flow, and create more walkable, bikeable and transit friendly environments.

TABLE 6-2: EXISTING GENERAL PLAN ROADWAY TYPOLOGIES

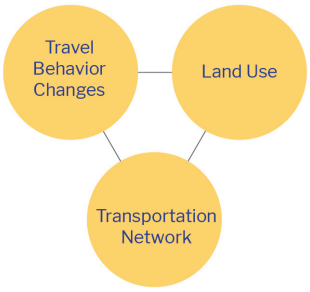
ROADWAY TYPOLOGY	ALL MODES ACCOMMODATED?	PRIORITY MODE	DESCRIPTION
Grand Boulevards	Yes	Transit	• High standards of design, cleanliness, landscaping, gateways, and wayfinding • If there are conflicts, transit has priority
On-Street Primary Bicycle Facilities	Yes	Bicycles	• If there are conflicts, bicycles have priority
(City & Local) Connector Streets	Yes	All modes accommodated equally	• Pedestrians accommodated with sidewalks
Residential Streets	Yes	All modes accommodated equally	• Pedestrians accommodated with sidewalks or paths • Through traffic discouraged

FIGURE 6-8: SRVF URBAN VILLAGE STREET TYPOLOGIES

- Freeway/Highway
- Grand Boulevard
- City Connector Street
- Local Connector Street
- On-Street Primary Bicycle Facility
- Urban Village Boundary
- Proposed Urban Village Boundary

0 500 1,000 2,000
FEET

Alternative Transportation



6.4 Streetscape

The proposed streetscape plan incorporates a comprehensive approach to the practice of mobility planning by coupling the concepts and objectives of "complete streets" with the street typologies and functions defined in the *Envision San José 2040 General Plan* and the *San José Complete Streets Design Guidelines*.

Complete streets are roadways designed to safely accommodate many different users, including people who bike, people who walk, transit riders, motorists, and emergency vehicles. They're also designed to accommodate people with a diverse set of needs, such as the needs of children, people with disabilities and seniors. Complete streets help make a more walkable, healthy, and sustainable community by encouraging people to walk and bike and by creating an environment where all people feel safe and welcome on the roadways. In addition, elements of complete streets are often selected based on adjacent land uses, with the aim of providing amenities that will best serve the users of these important public spaces. This section details streetscapes of major corridors including, placemaking, green infrastructure, and activation of public spaces.

GOAL CS-8 Strengthen the quality-of-place and improve economic vitality and quality of the Urban Village with supportive streetscape improvements.

Policy 6-41: Improve streetscapes to effectively improve multi-modal safety, reduce cut-through traffic, improve traffic flow, and create more walkable, bikeable and transit friendly environments.

The SRVF Urban Village Plan aims to provide a transportation network that successfully integrates automobiles, people who use transit, bike, and walk.

For more information on elements of complete streets refer to the Urban Design Chapter.

6.4-1 ELEMENTS OF COMPLETE STREETS

Complete streets are integral parts of the Urban Village and a transportation network that successfully accommodates people who bike, walk, use transit, and driver. Complete street improvements are recommended throughout the Urban Village. In the areas designated as Ground Floor Commercial Required overlay, a more amenity-oriented approach, with special landscape, lighting, bicycle parking, and/or paving materials, will be provided to complement the higher levels of activity.

GOAL CS-9 Support recommended streetscape improvements with treatments from the San José Complete Streets Design Guidelines.

Policies

Policy 6-42: Ensure all streets in the Urban Village area are designed as complete, well-integrated streets consistent with the Envision 2040 General Plan and San José Complete Streets Design Guidelines.

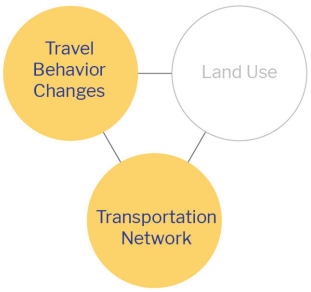
6.4-1.1 Accessibility, Usability, and Safety

To increase the usability of streets for all users, including people with disabilities, seniors, and parents with strollers or young children, routes in the SRVF Urban Village should provide a clear and accessible paths of travel free of barriers and obstructions.

Policies

Policy 6-43: At a minimum, follow the Americans with Disabilities Act (ADA) guidelines for accessibility of elements such as, but not limited to, sidewalks and curb ramps.

Alternative Transportation



6.4-1.2 Bike and Pedestrian Facilities and Amenities

Complete streets are designed to meet the needs of both people who walk and people who bike. This section provides a discussion of strategies to implement bicycle and pedestrian facility improvements. Strategies include improving bicyclist and pedestrian environments and connections by incorporating public space and waiting areas, installing additional bicycle facilities, and reducing barriers to walking and bicycling.

SIDEWALKS

Sidewalks throughout the Village must support a comfortable walking environment. The following policies apply to all rights-of-way within the Village.

GOAL CS-10 Create an Urban Village that is safe, comfortable, and convenient place for people to walk.

GOAL CS-11 Enhance pedestrian environments and improve connectivity throughout the Urban Village, especially to and from parks, plazas, Santana Row, and the Westfield Valley Fair Mall.

GOAL CS-12 Reduce barriers to walking.

Policies

Policy 6-44: Physical treatments should not obstruct a clear path of travel.

A priority of the SRVF Urban Village Plan is to enhance sidewalk design features such as planting strips, as shown above.

Policy 6-45: All future development projects shall provide 20-foot minimum sidewalk width along Winchester and Stevens Creek boulevards. Where the sidewalk in front of a development project falls short, the project must make up the difference so that the entire 20 feet is publicly accessible and functions as a sidewalk.

Policy 6-46: A curbside planting strip and/or rain garden a minimum of 4 feet wide shall be considered for frontages along Winchester Boulevard that do not have curbside parking.

Policy 6-47: Strengthen pedestrian connections and incorporate public space and waiting areas within new development.

Policy 6-48: Encourage pedestrian-oriented features that enhance the pedestrian environment.

Policy 6-49: New projects should accommodate pedestrian oriented activities and elements such as street furniture, plantings, awnings, café and restaurant seating, and outdoor retail displays.

Policy 6-50: Install corner curb bulb-outs where feasible and appropriate.

The SRVF Urban Village Plan aims to strengthen bicycle and pedestrian conditions and connections throughout the Urban Village area.

Bicycles boulevards share both vehicular and bicycle traffic, but prioritize people who bike as through-going traffic.

A Dutch-style intersection delineates uses and creates safer crossings for people who walk and people who bike.

Action Items

- Complete, expand, and enhance the sidewalk network.
- Identify pedestrian-oriented design elements that can be applied throughout the Urban Village.

BICYCLE FACILITIES

Bikeways

Bicycle lanes (Class II & IV) allow cyclists to ride in a space that is separate from automobile traffic. Colored pavement treatments increase the visibility of the facility, identify potential conflict areas and clarifies priority for people who bike. Bicycle lanes (Class II) are lanes adjacent to the outer vehicle travel lanes that provide a designated space for people who bike through the use of pavement markings and signage. Where bicycle lanes are separated and protected from automobile traffic, they are known as protected bike lanes (Class IV). Shared lane markings (Class III) are used to indicate a shared lane environment for people who bike and automobiles.

Dutch-Style Intersections

Proper Dutch-style intersection designs strive to slow turning vehicles, provide good sight lines, and shorten pedestrian crossings. Dutch-style intersection design elements can increase bicyclist safety and comfort and help manage vehicular traffic speeds. These intersections are particularly useful on streets with protected bike lanes. Specific elements include high

quality bicycle waiting areas at corners, colored pavement delineators to guide bicycle travel paths, and narrowed intersections with smaller curb radii to reduce vehicle turning speeds.

GOAL CS-13 Create a complete network of low-stress bikeways throughout the Urban Village.

Policies

Policy 6-51: Create a safe and comfortable network of bicycle facilities.

Policy 6-52: Colored bicycle facilities shall be utilized at conflict areas.

Policy 6-53: Dutch-style intersections shall be considered in the bicycle network where appropriate as opportunities arise.

Class IV cycle tracks are separated from vehicular and pedestrian uses and are proposed on major streets in the Urban Village area where appropriate.

Bicycle Parking/Storage

Safe and convenient places for cyclists to park or store their bicycles along or at the end of a trip are important elements of complete streets. Many bicycle owners may be encouraged to make bicycle trips if there is sufficient bicycle parking and storage.

GOAL CS-14 Ensure bicycle parking is included at common destinations, such as at local businesses, schools, transit areas, and other popular destinations.

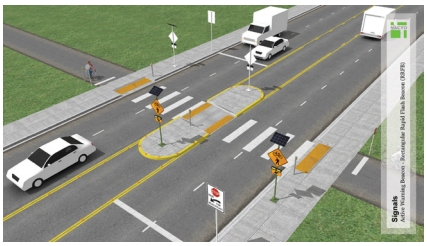
Policies

Policy 6-54: New developments shall provide well-located, visible bicycle parking and/or storage facilities along sidewalks, in parking garages, and building entrances and public sites as defined in San Jose Municipal Code Title 20.

Policy 6-55: Expand San Jose's bike share system.

For more information on bicycle parking and storage refer to the Urban Design Chapter Section 5.2-4.

Providing safe and convenient bicycle storage/parking will encourage bicycle use to the Urban Village area.



Mid-block crossings can provide direct routes and can enhance safety for people who walk.

Crossings

Crossings should be constructed to be universally accessible and designed for use of people of all abilities. Crossings should provide designated connections to and from major pedestrian generators, such as ground floor retail, public space, and/or bus stops, and along well traveled pedestrian routes. To accommodate people of all ages and abilities, crossings should be designed to increase visibility between drivers and other people, and minimize crossing times and distances. Overall, crossings should be designed as part of the entire roadway network to provide flexibility when considering traffic flow, signal timing, and signal operation.

Policies

Policy 6-56: Consider new crossings to improve pedestrian connectivity to parks, neighborhood services and transit amenities.

Policy 6-57: Safety standards that are consistent with the City of San José regulations shall be incorporated in all crossings.

Action Items

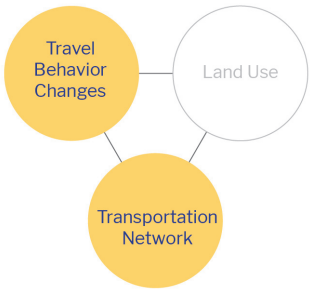
- Assess the feasibility and appropriateness of implementing proposed new or enhanced crossings.
- Potential locations for enhanced crossings and new mid-block crossings are indicated in Figure 6-6.

The SRVF Urban Village Plan aims to improve crossings and connections to parks, neighborhood services and transit amenities.

6.4-1.3 Transit Stops, Facilities, and Access Routes

Transit stops should be attractive pedestrian-oriented landmarks. They should include benches, shelters, lighting, and other amenities.

Alternative Transportation



Policies

Policy 6-58: Transit friendly complete street elements shall include improved transit stops.

Policy 6-59: Enhance overall transit rider and pedestrian experience at transit stops.

Policy 6-60: Support transit friendly design elements.

Policy 6-61: Enhance transit stops with distinct signage, lighting, landscaping, and well-designed bus shelters.

Policy 6-62: Improve access to transit.

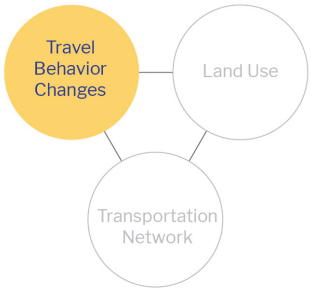
Action Items

» Coordinate with VTA to locate, design, and improve transit facilities and improve the transit waiting environment by upgrading bus stop amenities.

For more information on transit-friendly design refer to the Urban Design Chapter.

Transit stops in throughout the Urban Village should have pedestrian-oriented features and amenities.

Alternative Transportation



Street Trees and Landscaping strategies are shaped by travel behavior choices.

6.4-1.4 Street Trees & Landscaping

Street trees and landscaping are essential elements of a comfortable, accessible, and inviting streetscape, indicating publicly-accessible space while also serving as a source of shade and green. The Plan requires that street trees be provided along all publicly accessible streets and major pedestrian ways, with consistent species used along the length of a street or pedestrian path. Tree grates should be provided in locations where street trees are adjacent to curbside parking; where trees are not adjacent to curbside parking, planting strips should be considered. This section identifies the requirements for street trees throughout the Urban Village, including species, frequency, location, and size.

The trees described in Table A-1 of the Appendix are recommended for the SRVF Urban Village. In general, deciduous and broadleaf evergreen trees are ideal for street and parking lot shade and are recommended for their habitat value and attractive foliage. Where canopy shade is not necessary, medium-size and flowering trees are recommended. Tree selection(s) should be made by the City Arborist for upright growth characteristics, growth speed to maturity, drought tolerance, shade provided, and availability. Final planting palettes may vary according to availability and site design.

GOAL CS-15 Use street tree and landscaping to help create a comfortable, accessible, and inviting streetscape throughout the Village.

A double row of street trees can help enhance the streetscape.

Street Trees

Policy 6-63: Street trees shall be planted in ways that conform with ADA requirements.

Policy 6-64: Significant existing frontage trees should be retained and incorporated into front setback areas.

Policy 6-65: Existing London Plane street trees should remain, with additional infill trees planted to create a continuous canopy as required by the Plan.

Policy 6-66: A double row of trees framing the sidewalk shall be considered where space allows.

Policy 6-67: For visibility and maintenance, medians, rain gardens, and frontage planting areas shall contain high-branching canopy trees and low-growing shrubs or groundcovers. Existing conifer trees and tall shrubs shall be replaced to improve visibility and perception of the street as a unified public space. Plantings in rain gardens should follow the approved planting list in the C.3 handbook.

Policy 6-68: Trees should be planted in curbside tree wells with a minimum horizontal dimension of 4 feet (6 feet preferred) and planting soil depth of three feet. Where possible, larger subsurface areas should be created to encourage root growth. Approaches include trenches, structural soil, and suspended pavement systems. Approximately 1,000 cubic feet of soil volume is recommended to support a large canopy tree.

Policy 6-69: All trees shall be located away from parked-car door-swing areas and should be arranged in a formal manner with a regular spacing.

Landscaping

Policy 6-70: Plant materials should be drought tolerant and should be placed to reflect both ornamental and functional characteristics. Ornamental planting within setbacks and courtyard areas shall be selected for drought tolerance, hardiness, beauty and ability to support regional habitat, including pollinators and bird species.

Policy 6-71: Deciduous trees shall be the predominant large plant material used adjacent to buildings and within parking areas to provide shade in summer and allow sun in winter. Species should have deep roots, provide fall color, and minimize litter and other maintenance problems.

Policy 6-72: Evergreen shrubs and trees should be used as a screening device along rear property lines (not directly adjacent to residences), around mechanical appurtenances, and to obscure grillwork and fencing associated with service areas and parking garages.

Policy 6-73: Flowering shrubs and trees shall be used where they can be most appreciated, adjacent to walks and open space areas, or as a frame for building entrances, stairs, and walks.

Policy 6-74: Specimen trees, which are trees that have special characteristics yet require high levels of maintenance, may be considered for limited locations at key highly visible locations.

Policy 6-75: Flowers with annual or seasonal color are recommended to highlight special locations, such as courtyards, building entrances, or access drives.

Policy 6-76: Drip irrigation systems, including subterranean drip systems, should be provided for all planted areas, provided they are consistent with implementation requirements for use of recycled water.

Policy 6-77: Landscaping in surface parking lots should be designed as an integral feature of the site development plan. Landscape and shading approaches may include trellises, columns, walls, and/or arbors with vines, wind rows, or other elements.

Policy 6-78: Trees should be distributed evenly throughout parking lots to provide shade and enhance appearance, particularly as seen from adjacent streets and buildings.

Policy 6-79: Hedges and other freestanding mass shrub plantings should be kept relatively low (i.e., 30 inches or less) to maintain visibility. Taller screen plantings should be employed for large blank walls, mechanical equipment enclosures, and similar conditions.

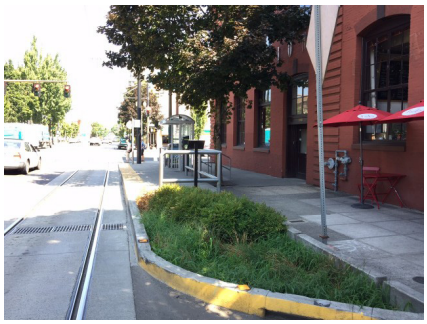
Policy 6-80: Mounding Earth (or berming) should be avoided. Terracing should be used as an alternative to or in combination with sloped earth areas.

Policy 6-81: Along Stevens Creek and Winchester boulevards, install deciduous canopy trees, 30 feet on center +/- maximum, twenty-five feet on center, minimum 36" box size at time of planting, with 6 ft x 6 ft and/or 36 square feet.

Policy 6-82: Along City Connector and Local Connector Streets, install deciduous shade trees, 20 feet on center +/-, minimum tree well 4' x 4' and/or 16 square feet. Minimum 24" box size at time of planting.

Policy 6-83: Retain existing London Plane street trees.

Policy 6-84: Develop a landscape plan for Stevens Creek Boulevard, Winchester Boulevard, and Forest Avenue within the SRVF Urban Village.



Rain gardens can mitigate stormwater runoff and filter out pollutants.

Green Infrastructure

Green infrastructure refers to the use of green storm-water management systems to capture and manage rain directly from the street, allowing runoff to soak into soil, filtering out pollutants like oil, and reduce the amount of storm-water that must be handled be stormwater infrastructure.

Permeable pavers are one type of green infrastructure that can add attractive variety to typical paving and should be used in many areas of the SRVF Urban Village streetscape. Some permeable systems allow storm water to flow between pavers; others provide a solid surface without gaps. Permeable paving can be used to help address storm water issues and contribute to streetscape aesthetics with unique textures and materials.

Policies

Policy 6-85: Where feasible and appropriate, install different types of green infrastructure elements such as rain gardens, vegetated swales, infiltration and flow-through planters and storm-water tree wells.

Policy 6-86: Rain gardens should be installed adjacent to protected bike lanes to take advantage of grades/drainage patterns within right-of-way.

Policy 6-87: Where feasible, enhancements to streetscape and crossings shall incorporate permeable pavers.

6.4-1.5 Lighting

Basic street lighting is important for safety. Attractive street lighting is important to encourage enjoyment of public places. Along Winchester Boulevard today, highway-type street lighting is the only type of lighting. It is focused on the roadway rather than sidewalk areas, and does not encourage pedestrian circulation, support investment in frontage properties, or promote the desired streetscape character.

Policies

Policy 6-88: Install pedestrian-oriented street lighting at approximately 100 feet on center as part of implementation of the Winchester Boulevard Concept. Ornamental double-head or "high-low" pedestrian- and roadway-oriented lighting are recommended.

Policy 6-89: Install supplemental highway-type lighting located intersections where appropriate.

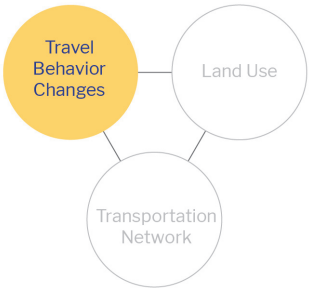
Policy 6-90: New Ground Floor Commercial Required development should be required to provide pedestrian-oriented lighting along the street frontage, where appropriate.

Policy 6-91: Pedestrian-oriented streetlights should be centered between trees to minimize light blocking, with heads mounted to provide illumination beneath the street tree canopy.

Policy 6-92: Luminaire heads shall contain "cutoff" fixtures with shielding to support "dark sky" objectives and minimize impacts on adjacent buildings.

Policy 6-93: Design lighting, loght poles, and fixtures in conjuntion trees, curbside parking spaces, and furnishings such as bus shelters, benches, and kiosks, in an effort to establish a coordinated design scheme and to minimize conflicts.

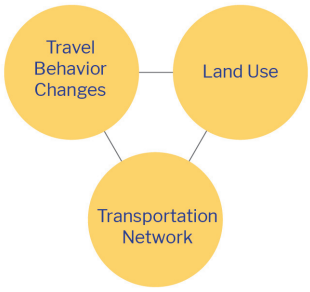
Alternative Transportation



Lighting environments inform travel behavior choices.

Pedestrian-scaled lighting should be attractive in design and coordinated with the design of other frontage amenities.

Policy 6-94: Ensure that pedestrian-oriented lighting is pleasant, provides good illumination and color rendition, and is not overly bright.



6.4-1.6 On-Street Parking

Metered parking should be installed in residential neighborhoods adjacent to commercial areas to discourage spillover and long-term parking by employees of the commercial areas. Metered parking should also be installed in commercial areas to encourage turnover of parking spaces and help manage on-street parking supply, while also providing short-term parking for visitors to the commercial area.

Policies

Policy 6-95: Install metered parking in commercial areas and in residential neighborhoods adjacent to commercial areas.

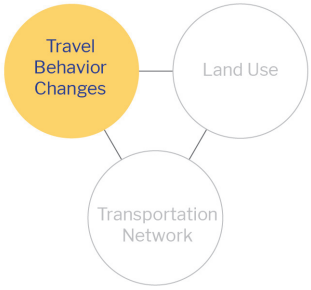
Alternative Transportation

6.4-1.7 Wayfinding, Gateways, and Neighborhood Identity Elements

Wayfinding signs are intended to convey directional information while also enhancing the identity of a community. Clear navigation conveys directions to a wide range of destinations, including the location of transit stops, landmarks and places of interest, and historic information. Architectural and natural features may be used in wayfinding maps to improve the ability to navigate an area and the overall pedestrian environment.

Special gateway landscaping, signs, and structures are recommended at high visibility locations near Urban Village entrances and exits. Any special paving should be maintained privately by the property owner. Gateway locations recommended by this Plan are:

1. The Winchester Boulevard/I-280 bridge
2. The Stevens Creek Boulevard/I-880 bridge/Monroe Street
3. The Monroe Street/I-280 overcrossing
4. The intersection of Forest Avenue and Winchester Boulevard
5. The intersection of I-880 and Forest Avenue



Wayfinding, gateway, and neighborhood identity elements inform travel behavior choices.

Policies

Policy 6-96: Wayfinding signs should be sized, designed and placed appropriately for all modes of travel.

Policy 6-97: Support wayfinding strategies that reinforce and enhance the identity of the neighborhood at points of transition and at other key nodes.

Policy 6-98: As appropriate, signage should include intuitive, widely understood symbology, and accommodations should be made for wheelchair users and the visually-impaired.

Policy 6-99: Wayfinding signs should have a cohesive design and feel, and incorporate a hierarchy of sizes for ease of interpretation.

Policy 6-100: At transit stops, wayfinding signs should communicate transit routes and schedules, popular local destinations, and connecting multimodal transportation networks.

Policy 6-101: Encourage improvements that support placemaking and public space activation.

Policy 6-102: Enrich the pedestrian experience with small gathering spaces and pedestrian oriented amenities, such as seating, improved lighting, landscape planters, shade and public art.

Wayfinding signs improve the ability to navigate an area while they also enhance the identity of a community.

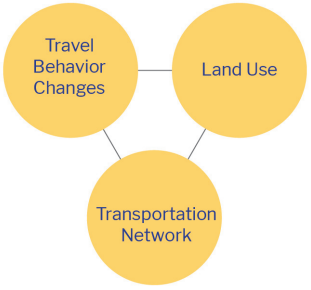
Action Items

- Develop and implement wayfinding design guidelines and strategies specifically for the Urban Village area.
- Develop and implement gateway design guidelines and strategies specifically for the Urban Village area.

For more information and policies on placemaking and public space activation, see Chapter X: Parks, Plazas and Placemaking.

The SRVF Urban Village Plan aims to create gatherings spaces and pedestrian oriented amenities to enhance the pedestrian experience.

Alternative Transportation



Complete Streets compliment connecting land uses, function as part of the transportation network, and inform travel choices.

6.5 Complete Streets in the Santana Row/Valley Fair Urban Village

6.5-1 WINCHESTER BOULEVARD AS A COMPLETE STREET

Winchester Boulevard is one of the most-used streets in San José today. It has a major effect on local quality of life and on the character of local commercial and residential districts. Figure 6-9 illustrates existing typical sections along Winchester Boulevard within the SRVF Urban Village, and Figure 6-10 illustrates the long-range vision for the Boulevard.

A primary question which during development of this plan was: should Winchester be a Grand Boulevard or a Main Street? Grand Boulevards serve as major transportation corridors and primary transit routes, while Main Streets help define the identity and character of the neighborhood by providing urban street space for social gathering, recreational, and community activities. This proposed design for Winchester Boulevard combines many features defined in the Grand Boulevard and Main Street typologies, as well as elements of complete streets. The Plan envisions Winchester Boulevard bridging these two typologies by continuing to accommodate high volumes of through traffic within and beyond the City, while also providing people who bike and walk with a safe and comfortable environment.

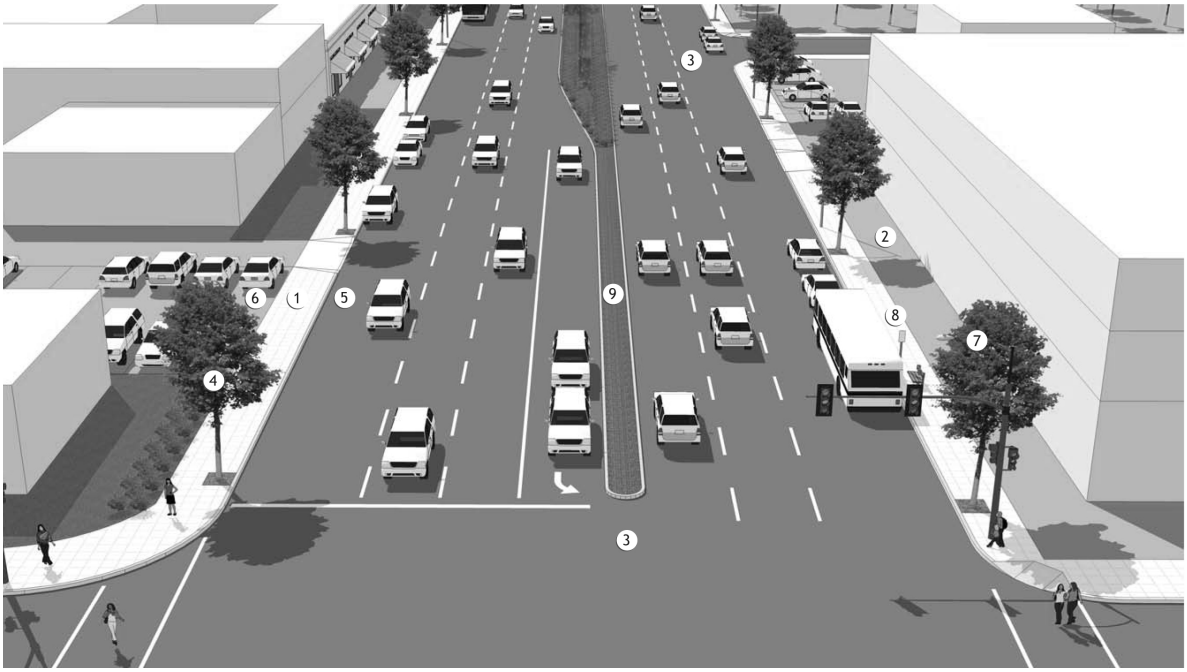
The design was driven largely by the community's priorities, as identified in the two community workshops, the on-line community survey, and public advisory committee meetings. The community consistently identified protected bike lanes and auto travel lanes as its top priorities for Winchester Boulevard. The design retains most of the existing curb locations, at least four vehicular travel lanes, and two flex lanes which may be used for either vehicle travel or parking, while also incorporating a protected Class IV cycle track. The design emphasizes efficient traffic flow, high quality walking and bicycling environments, and incorporates other complete streets elements to create a balanced roadway for all modes of travel.

Policies

Policy 6-103: Winchester Boulevard shall be designed as a complete street.

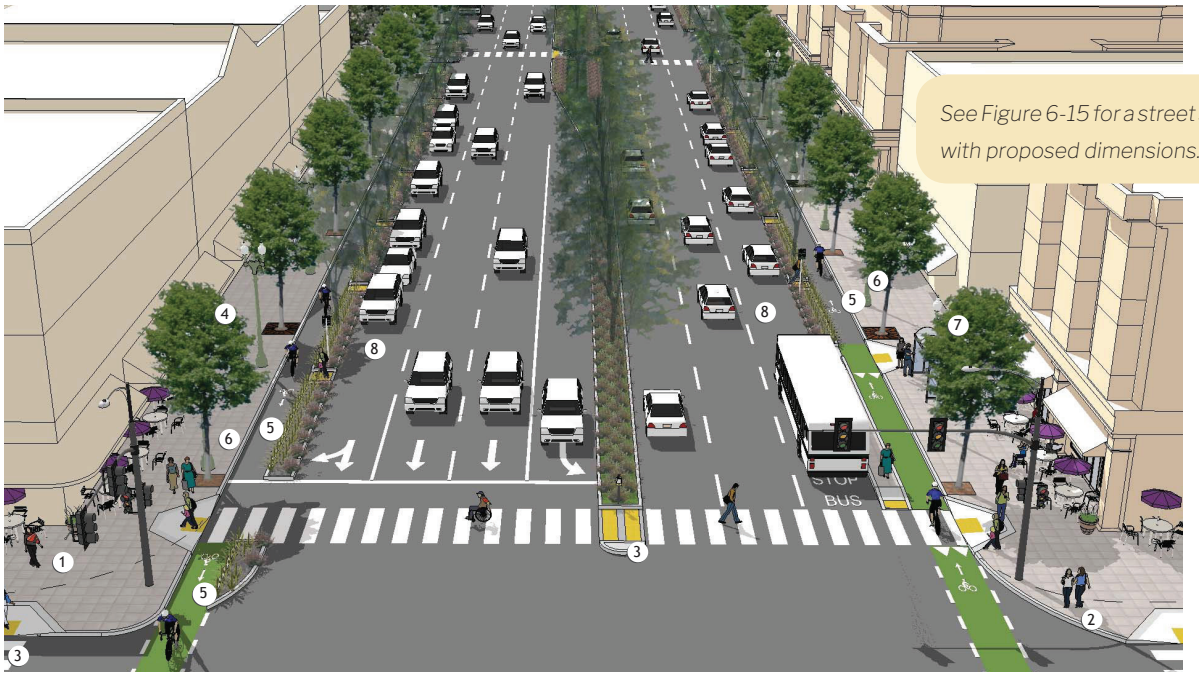
Policy 6-104: Ensure that future streetscape designs of Winchester Boulevard prioritize protected bicycle lanes and automobile travel lanes.

FIGURE 6-9: WINCHESTER BOULEVARD EXISTING - 100 FOOT CURB-TO-CURB WIDTH



① *Narrow sidewalk (8' ±)*
② *Building setbacks (10'-0' ±)*
③ *Missing/long pedestrian crossings (100' +)*
④ *Existing street trees, long spacing*
⑤ *Excess roadway*
⑥ *Surface parking frontages*
⑦ *Auto-oriented street lights*
⑧ *Bus stop, no shelters*
⑨ *Extensive median with no planting*

FIGURE 6-10: WINCHESTER BOULEVARD LONG RANGE CONCEPT - 100 FOOT CURB-TO-CURB WIDTH



See Figure 6-15 for a street section with proposed dimensions.

① *Sidewalks widened in setback area to 20' min.*
② *Curb Radius (± 25')*
③ *Corner bulbout and median refuge to shorter crossing distance*
④ *Pedestrian-oriented street lights*
⑤ *Rain garden buffer with intermittent walkway refuges*
⑥ *Protected bike lanes*
⑦ *Bus stops*
⑧ *Flexible lane may be used for parking, HOV lane, and/or transit/taxi lanes*

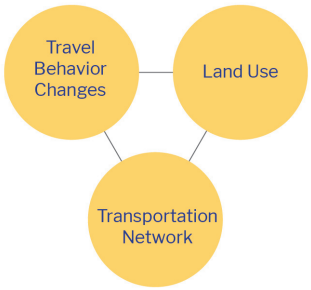
Policy 6-105: Encourage the design of Winchester Boulevard to combine features of Grand Boulevards and Main Streets typologies defined in San José's General Plan and Complete Streets Design Guidelines.

Policy 6-106: Emphasize high quality walking and bicycling connections along, to, and from Winchester Boulevard.

Action Items

- Develop and implement an engineered streetscape plan for Winchester Boulevard.
- Conduct traffic analysis to advance Winchester Streetscape design.

Alternative Transportation



6.5-2 FOREST AVENUE AS A COMPLETE STREET

Figures 6-11 and 6-12 illustrate the typical existing condition and recommended complete street improvements along Forest Avenue. Today, the roadway has relatively low traffic volumes, and four lanes probably provides more capacity than needed. Over-capacity roadways typically encourage speeding, which is problematic for a street in or alongside a residential neighborhood. Long exposed pedestrian crossings across Forest Avenue at Baywood Avenue and near Beechwood Avenue are also a safety concern. The roadway also has minimal amenities in terms of landscape, lighting, and pedestrian and bicycle accommodation.

Improvements should include lane reduction from four through-lanes to two, and elimination of underused curbside parking areas. This would allow space for buffered bike lanes and a substantial median island, including canopy street trees and other landscaping that buffers and shields adjacent residences from Westfield Valley Fair Mall. New medians could also incorporate pedestrian crossing refuges, and all crossings would be improved with high-visibility crosswalks. Pedestrian-oriented lighting and additional frontage street trees are also recommended. Recommended improvements require no modifications to the existing curb locations. Figure 6-16 shows the concept with proposed dimensions in section.

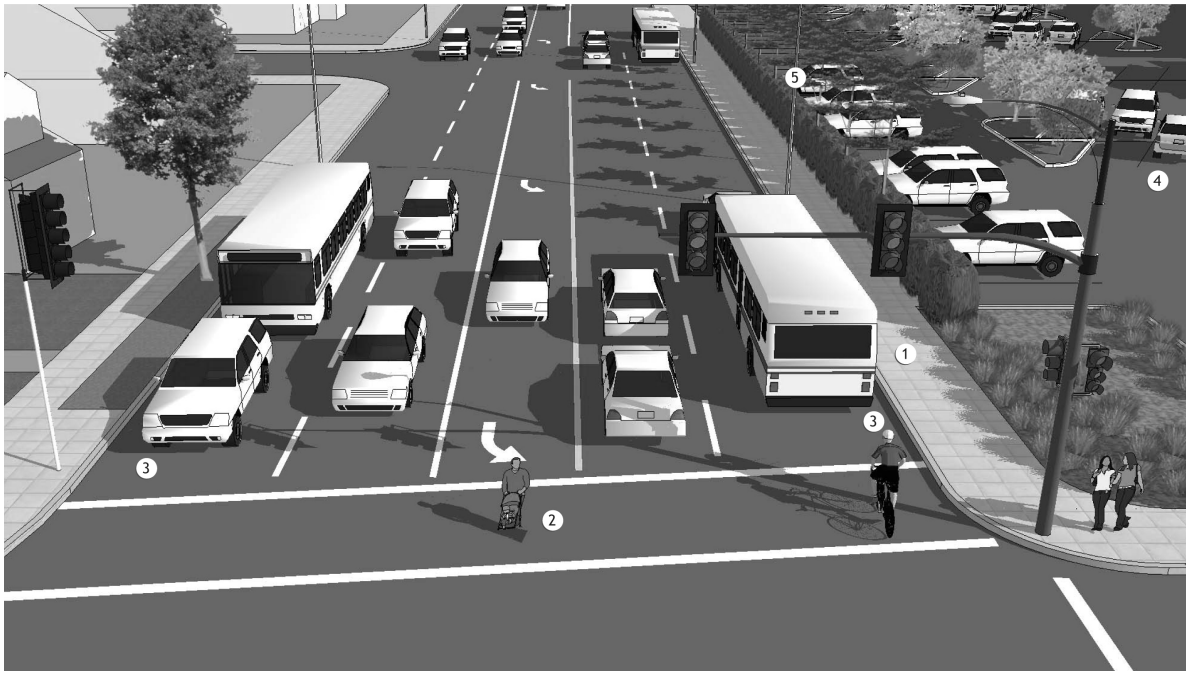
Policies

Policy 6-107: Forest Avenue shall be designed as a complete street.

Policy 6-108: Emphasize high quality walking and bicycling connections along Forest Avenue.

Policy 6-109: Improve pedestrian crossings with refuges and high-visibility markings.

FIGURE 6-11: FOREST AVENUE - EXISTING



①Minimal street trees/landscape
②Long exposed pedestrian crossing
③Excess roadway
④Surface parking frontages
⑤Auto-oriented street lights

FIGURE 6-12: FOREST AVENUE CONCEPT - PROPOSED

See Figure 6-16 for a street section with proposed dimensions.

①Canopy street trees along sidewalk and median
②Wide median with refuge
③Bike lane with striped buffer
④Pedestrian-oriented street lights

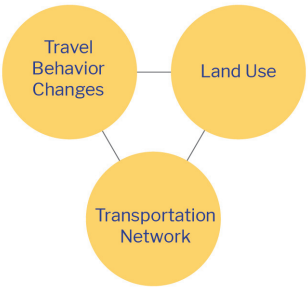
Policy 6-110: Provide median island(s) with canopy shade trees and other landscaping, accommodating intersection left turn lanes where needed.

Policy 6-111: Design street elements, such as street trees, lighting, and planters, in a way, consistent with San José's attractive older neighborhoods.

Action Items

- Conduct traffic analysis to enhance Forest Avenue streetscape design.
- Develop and implement an engineered streetscape plan for Forest Avenue.

Alternative Transportation



6.5-3 STEVENS CREEK & MONROE AS A COMPLETE INTERSECTION

Figures 6-13 and 6-14 illustrate the existing conditions and recommended pedestrian and bicycle access improvements to the intersection of Stevens Creek Boulevard and Monroe Avenue—an important gateway to the Urban Village Plan Area and to adjacent neighborhoods. Existing vehicle lanes on Monroe Avenue are relatively wide and pedestrian crossings are long, creating an undesirable environment for people who walk. Bike lane striping is underway along both North and South Monroe, however Stevens Creek Boulevard creates a large gap in the route's continuity.

Policies

Policy 6-112: Install complete street improvements at the Monroe Avenue/Stevens Creek Boulevard intersection.

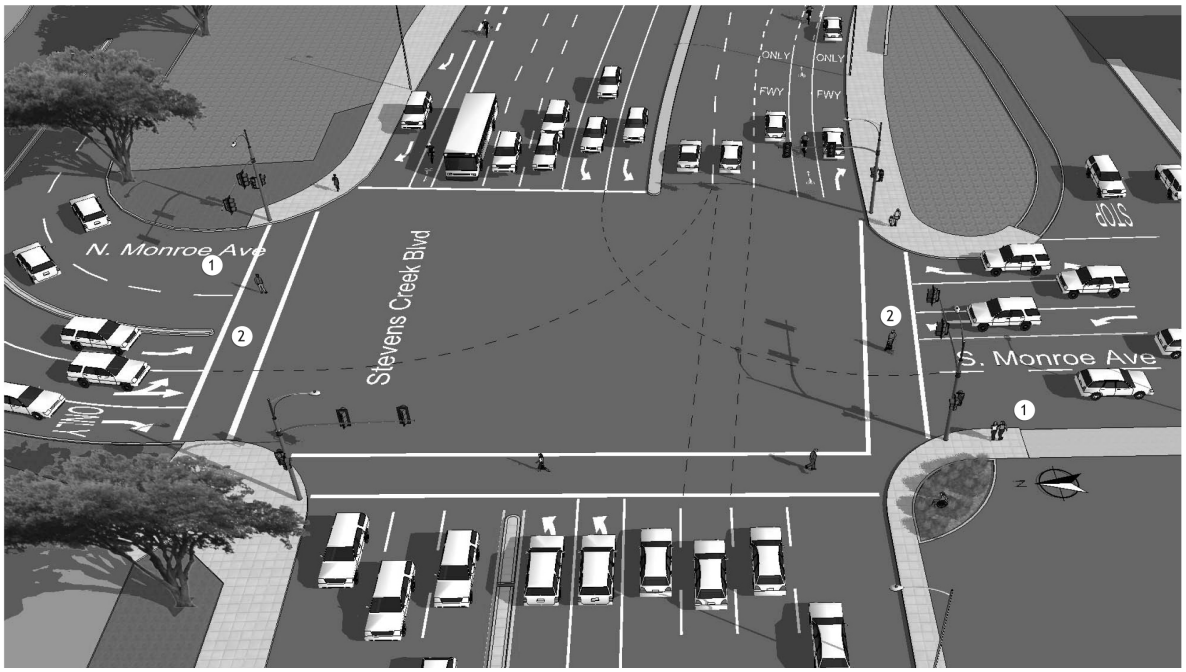
Policy 6-113: Narrow northbound lanes on North Monroe Avenue to accommodate a pedestrian refuge at crossing on the north side of the intersection.

Policy 6-114: Provide bicycle route markings across Stevens Creek Boulevard to link bicycle lanes on North and South Monroe Avenue.

Action Items

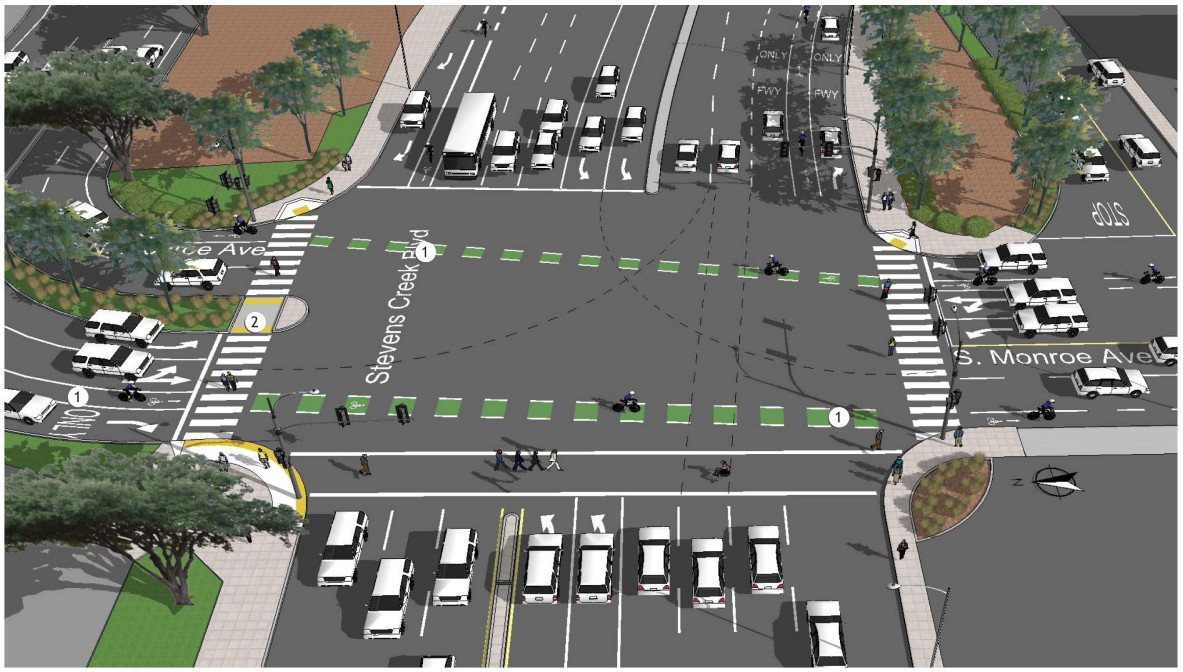
- Explore the feasibility of incorporating pedestrian refuges on Stevens Creek Boulevard crossings.
- Develop and implement an engineered design concept for the intersection of Stevens Creek and Monroe Street.

FIGURE 6-13: STEVENS CREEK BOULEVARD/MONROE STREET INTERSECTION - EXISTING



① *Excess Roadway*
② *Long exposed pedestrian crossing*

FIGURE 6-14: STEVENS CREEK BOULEVARD/MONROE STREET INTERSECTION CONCEPT - PROPOSED



① *Bike lane on Monroe*
② *Wide median with refuge*

6.6 Next Transportation Planning and Implementation Steps

Several regional transportation planning efforts are being led by VTA that could affect future travel patterns and conditions within the Plan area. These include the VTA Next Network study, which is aimed at improving the overall efficiency and performance of VTA's transit network. Proposed network changes were released in 2017 and could affect some bus routes within the Plan area, generally with more frequent and connected service. Additional regional studies are the VTA I-280 Corridor Study and the I-280/ Winchester Boulevard Interchange Improvement study, both of which are looking at strategies to reduce traffic congestion on I-280 and local roadways and support multimodal travel options. The I-280/Winchester Boulevard Interchange Improvements study design alternatives are not anticipated to be completed until late 2017.

The County of Santa Clara's Expressway Plan 2040 Study is also underway and expected to be completed in Spring 2017. This plan takes a fresh look at the needs of the expressways and the Santa Teresa/Hale Corridor based on city land use plans, projected 2040 traffic growth and Complete Streets planning. Expressway Plan 2040 will also identify new challenges and positive developments or opportunities, recommend any necessary policy changes, and revise funding requirements and implementation strategies.

Other future transportation planning efforts are envisioned in the Plan area subsequent to the Urban Villages plans, including a City of San José-led neighborhood traffic plan, multi-modal transportation improvement plan and traffic analysis. Additionally, the City is planning on completing an Area Development Policy and Environmental Impact Report for the Urban Villages areas in West San José.

This Plan is intended to inform related and proximate planning efforts and projects.

Refer to Chapter X: Implementation for additional information.

Action Items

» Work with VTA and the County of Santa Clara to ensure that their efforts are consisten with this plan.

6.6-1 MULTI-MODAL TRANSPORTATION IMPROVEMENT PLAN AND AREA DEVELOPMENT POLICY (ADP)

General strategies and key recommendations in this chapter are intentionally high-level and broad. Ultimately, these strategies will be incorporated into future, more detailed plans and accompanying implementation policies, such as a multi-modal transportation improvement plan (MTIP) and an area development policy (ADP) for West San José. The *Envision San José 2040 General Plan* defines the City's desires "to provide a safe, efficient, and environmentally-sensitive transportation system that balances the needs of people who bike, people who walk, and public transit with those of automobiles and trucks." As a result, this Plan addressed all transportation modes in a manner that is representative of community values and provides guidance to achieve a balanced transportation network.

Action Item

» Develop and implement an MTIP and APP.

6.6-2 PHASING

While the ultimate goal of the SRVF Urban Village Plan is to fully and permanently implement the circulation and streetscape designs, policies, and actions described in this plan, a number of actions may be taken in the interim to phase in the changes.

Aside from phased construction of roadway and streetscape design, the City may develop programs to temporarily implement changes in a way that demonstrates to the community their full impact without incurring the cost of full construction. "Tactical urbanism" approaches may include: outlining or drawing in chalk or paint such design changes as bikeways, green infrastructure, parklets, or paseos, and incorporating movable fixtures such as potted plants, cones, or temporary signage, while at the same time encouraging community awareness and support through outreach programs and outdoor public events. The City may partner with local advocacy groups to employ these strategies for phased implementation.

FIGURE 6-15: WINCHESTER BOULEVARD CONCEPT - 100 FOOT CURB-TO-CURB - PROPOSED STREET SECTION

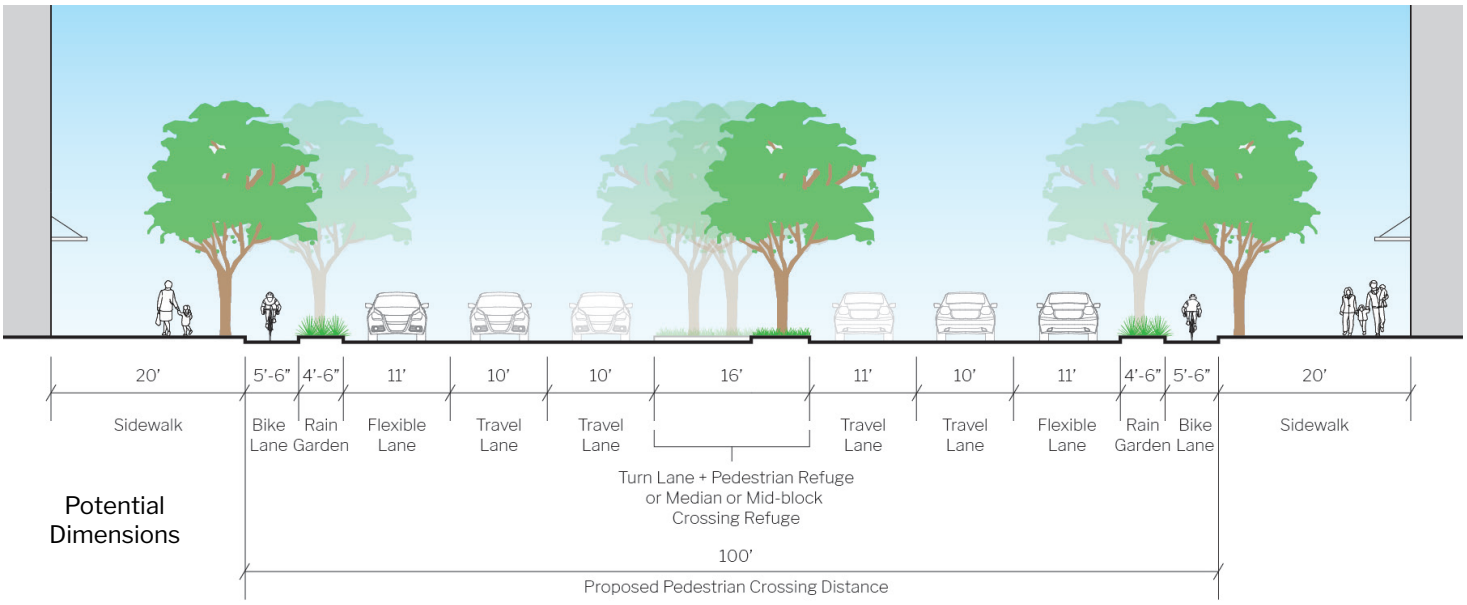


FIGURE 6-16: FOREST AVENUE CONCEPT - PROPOSED STREET SECTION